



Mrs. Harper as she looked when she witnessed driving of spike.



Brigham Young was not present when golden spike was driven at Promontory, Utah, May 10, 1869, says writer. Utahns gathered to witness christening and inspection of two trains.



And 73 years later Mrs. Harper again saw same engine on tour.

Golden Spike a Memory Of Utahn 78 Years Ago

By MADOLINE CLOWARD DIXON

Contrary to popular belief, Brigham Young was not present at the driving of the golden spike at Promontory, Utah, May 10, 1869. He was ill with a bad cold, so he remained in Salt Lake City. Yet if you were to ask the question of the next person you meet—"Was Brigham Young present at the driving of the famous spike?"—it's a 10 to one bet that your friend would reply, "Why, yes, of course, he was!"

The artist (J. McQuarrie of San Francisco) who painted the mural at Salt Lake's Union Pacific depot did not paint Brigham Young into the picture as some people think, yet blindly we look with pride at the painting and say, "There's Brigham Young. Our own Brigham!"

The bearded gentleman in shirtsleeves who is about to wield the silverheaded mallet is Gov. Stanford of California. Thomas Durant, vice president of Union Pacific, was among those gathered for the occasion. Details are given on a plaque below the painting.

Another Painting

Hanging in the California state capitol building at Sacramento there is another oil painting of the same scene. It is the work of Thomas Hill and naturally his conception of the scene is not the same as our Salt Lake painting. However, the characters and the atmosphere are the same, but it shows no Brigham Young.

Both of these paintings were likely made from photographs that were taken at the time of the historical event. Pictures were taken at intervals as the ceremonies proceeded.

As the first of these was about to be snapped Chinese laborers were in the act of laying the last rail. Someone in the crowd shouted, "Now's the time, take a shot!" The Mongolians knew little English, but they were thoroughly acquainted with the word "shoot." They dropped the rail and ran for cover and it was some few minutes before they were coaxed back and the proceedings were continued.

But Not Brigham Young

And so the photographer recorded the scene. Gov. Stanford was there, Vice Pres. Durant was there, Rev. Todd, who offered prayer, Indians, Chinese, who had built the road from the west, Irishmen who had built from the east, and a multitude of Utahns. But no Brigham Young. He was not there.

Intermingled with the crowd of 1500 people was a little girl who today lives to tell about it. She was Estella Dixon (Harper). She had come early in the morning by white-top. As she clambered out of the buggy her heart beat wildly. Gayly she pranced alongside her father and her mother, her father's long legs hurrying them to the point of excitement, her mother clutching at her beautiful beribboned hat, one hand lifting her skirt out of the dust. They were going to see the IRON HORSE! Estella did not know that this polished, snorting, smoke-belching thing-a-ma-jig, alive with clinging men and boys, was the locomotive she had come to see.

Last Spike Driven

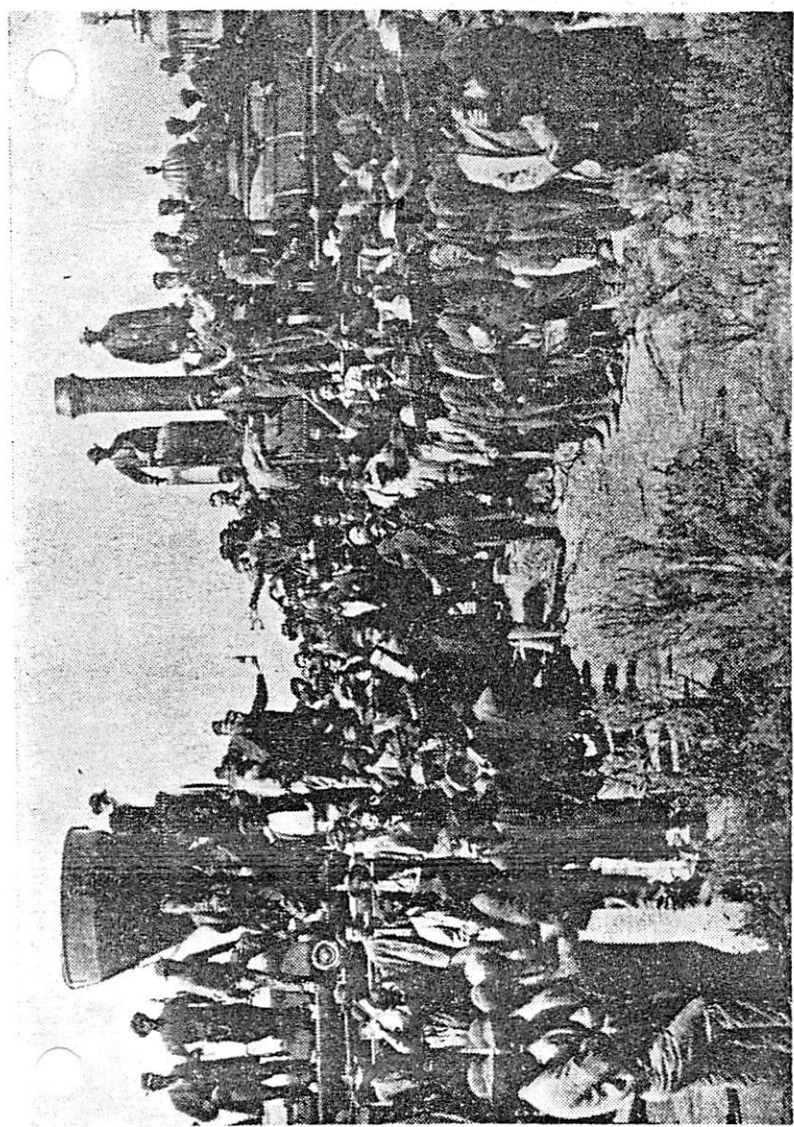
In due time the last spike—the GOLDEN SPIKE—was driven and Estella was awed to know that it contained \$400 worth of gold. The two engines put on fresh steam, and pulled in to touch cowcatchers. Champagne

bubbled over their noses and trickled across the last spike and the last tie. Then everyone made

a minute inspection of both trains. Her mother made the trip east on the first excursion.

Seventy-three years later Estella Harper again witnessed the same old engine, when, on a tour, it stopped at her home station in Payson. She said it looked just the same, even to the crystal caster on the dining room table, as well as the colored porter.

In recognition of her being one of the few persons now living who were present at the ceremonies in 1869, the U. P. Co. has presented her with a gold replica of the golden spike. Mrs. Harper is today 85 and has traveled by ox cart, horse and buggy, auto, train and airplane. Her mind is clear and she walks to town nearly every day.



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Tie Hacks in Uintahs

Garner D. "Jack" Irvine

Garner D. "Jack" Irvine died March 4, 1987 in Salt Lake City. He was born September 23, 1906, in Provo, Utah. His family moved to Salt Lake when he was 14. His grandfather, Robert R. Irvine, who was one of the original surveyors for the Union Pacific on the transcontinental railroad, settled in Utah in the 1860's. Jack attended the University of Utah, where he was a tennis champion and a member of Beta Theta Pi fraternity, and George Washington University in Washington, D.C. He graduated in political science, but his real love was art and antiques. He sold his first antique in 1924. But his first shop, Era Antiques, opened in 1946 as an adjunct to what was then the family business, the I.C.M. Rug and Linoleum Company. Over the years, Era Antiques had many homes in downtown Salt Lake, but finally returned to its original location, 251 So. State St., where it still is today, being run by his son, Garner D. Irvine, Jr. Jack is survived by his wife, Annie, a daughter, Robin Martin, Northridge, California; two sons, Garner, Jr., Salt Lake City; and Robert of Carmel, California; and three grandchildren. In lieu of flowers, the family would appreciate donations to either the American Heart Association or the American Cancer Society. Graveside services will be held 12 noon Saturday, March 7, at Wasatch Lawn Memorial Park, 3401 Highland Drive. Funeral Directors: Eastman's Evans & Early Mortuary. T 3/6 N3 3/6

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In San Francisco, you'll see the beauty of one of America's great cities. It was here during the mid-1800's that the entire town gathered in front of the American Express representative office to help welcome the first Pony Express riders. These riders made fast and furious treks through the California desert to complete their rounds. Many of these bold men died along the way, victims of the elements, snake bites, or sheer exhaustion.



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Railroading in Pioneer Days

Ninety-two years ago as the first pioneers prodded their oxen and wagons over plains and mountains, blazing new trails, they marked the paths for future western commerce. The records of these people show that President Young and his associates oftentimes referred to the trail as the very course the railroads of the future would follow. As early as 1851 the first Territorial Legislature petitioned Congress, urging erection of a transcontinental railroad to help develop the resources of the West. Governor Young approved the bill, March 3, 1852. Congress was reminded of the many thousands of American citizens who perished on the plains for want of proper transportation and told that if such a road were constructed "it would be an iron band that would effectually hold together our glorious Union with an imperishable identity of mutual interest."

Industrial and congressional leaders, both East and West, were thinking seriously of the advantages of a transcontinental road. Then came the Civil War and Northern statesmen who desired to link with the state of California, pushed through Congress an "Enabling Act" which act created

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while the Central Pacific had contributed a span of 690 miles.

THE GOLDEN SPIKE

On May 10, 1869, the two roads approached each other at Promontory, Utah, two lengths had been left to be laid. Spectators arrived as early as 8 A.M. At 8:45 the whistles of the Central Pacific were heard and the first train pulled in with a large number of passengers aboard. Then two trains from the East arrived. It is said that it took the Union Pacific twenty days to make the first trip across the country. The United States government was represented by a detachment of "regulars" from Fort Douglas. They were accompanied by the band and 600 other people of almost every nationality.

At 10:45, Chinese workmen leveled the roadbed with picks and shovels preparatory to laying the ties. The last tie placed was 8 feet long, 8 inches wide and 6 inches thick and was made of California laurel, finely polished, and ornamented with a silver escutcheon bearing the following inscription: "The last tie laid on the Pacific Railroad, May 10, 1869." And the names of the directors and officers of the Central Pacific Company, and of the presenter of the tie. The engine, Jupiter, of the Central Pacific Railroad, and the engine No. 119 of the Union Pacific came within 30 feet of each other. "Two lengths of rails, 56 feet had been omitted. The Union Pacific people brought up their pair of rails, and the work of placing them was done by Europeans. The Central Pacific people then laid their pair of rails, the labor being performed by Mongolians. The foremen in both cases, were Americans."

Shortly before noon an announcement was sent to Washington that the driving of the "last spike" of the railroad connecting the East and the West coasts would be sent to all telegraph offices in the country the moment the work was done. "The manager of the company placed a magnetic ball in a conspicuous position where all present could witness the

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performance, and connected the same with the main lines, notifying the various offices of the country that he was ready." At 2:40 P.M., the dedicatory prayer was offered by the Reverend Dr. Todd of Massachusetts. At 2:47 P.M., Promontory gave the signal "Done," and immediately thereafter flashed over the line the announcement, "Promontory Summit, Utah, May 10, The last rail is laid, the last spike is driven; the Pacific Railroad is completed: the point of junction is 1,086 miles west of the Missouri River and 690 miles east of Sacramento City. Leland Stanford, Central Pacific Railroad; T. C. Durant, Sidney Dillon, John Duff, Union Pacific Railroad.

Major General Greenville M. Dodge and Governor Leland Stanford spoke briefly. Four spikes were furnished—two gold and two silver, by Montana, Idaho, California and Nevada. They were each seven inches long and a little longer than the iron spike. Dr. Harkness of Sacramento presented one of gold to Governor Stanford. The Honorable F. A. Tuttle of Nevada, presented one of silver to Dr. Durant. "Dr. Durant stood on the north side of the tie and Governor Stanford on the south side. At a given signal these gentlemen struck the spikes, and at the same instant the electric spark was sent through the wires east and west. The two locomotives moved up until they touched each other and a bottle of wine was poured as a libation on the last rail." At 1 P.M. the railroad was completed. This was followed by a general celebration.

The railroad was built under continual military guard, depended entirely upon the buffalo to provide meat, was compelled to make detours to wooded spots where material for cross ties could be obtained. Severe weather and Indian depredations added to their troubles, necessitating the building of shelter and the calling for additional protection, nevertheless the work went on. The route followed by the Union Pacific was laid out by Brigham Young and the Mormon pioneers and is considered to be the most direct one from the Missouri river to Utah; this is evidenced by the fact that the Union Pacific has shortened its line very little since the original track was laid.—Isabella E. K. Wilson.

ITEMS OF SPECIAL INTEREST TO WEBER COUNTY

George W. Lashus was at the throttle of "Jupiter," first Central Pacific locomotive west of Ogden, when it formed the backdrop to that famous scene, the driving of the golden spike, May 10, 1869, at Promontory.

Mr. Lashus was born in Waterville, Maine, May 1, 1842, of French-Canadian parentage. He served in the Union army during the Civil War, joining the Third Maine Volunteers. In 1864 he was mustered out of the army, and like hundreds of his fellows who found the monotony of peacetime New England too quiet for nerves tautened by three years of cannonading and rifle fire, he headed for the western frontier.

At Omaha, he entered the employ of the Union Pacific railroad as a fireman in June of 1867. The Union Pacific at that time was driving westward over the great plains of Nebraska into the higher lands of Wyoming, most of the labor being furnished by rollicking Irish, hard-working, hard-swearing, hard-fighting. Eastward from San Francisco was creeping the shining steel trackage of the less affluent Central Pacific. Plodding, industrious Chinese coolies, less exacting than the Irish in their demands for wages, laid the ties and the rails brought to "Railsend" by Jupiter, Central Pacific's first—and for many months, only locomotive.

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The slow westward movement of the Union Pacific didn't satisfy Mr. Lashus, however, so at its farthest point, Rawlins, Wyoming, he left the employ of the company and journeyed to Salt Lake City. While Mrs. Doty cannot recall any anecdotes of the trip which her father may have told she does remember hearing him say there were several skirmishes with Indians. Salt Lake City wasn't far enough west, so he went by stage to Sacramento, California, where he was employed by the Central Pacific as a machinist. In 1868 he was promoted to locomotive engineer and transferred to Rocklin, California. From that time on until old Jupiter touched "cowcatchers" with the Union Pacific's locomotive at Promontory, he remained on the "front" of the new railroad, working often twenty-four and twenty-five hours at a stretch without leaving old Jupiter.

Lacking the imagination of the Union Pacific's Irishman, the Chinese on the western road were without the competitive inspiration which drove the Union Pacific miles beyond the scheduled meeting place, Ogden. Nevertheless Mrs. Doty can recall her father's statement that the Central Pacific laid as much as ten miles of track in one day. When at last the final section of rail was laid uniting two great oceans by the silvery path of the "Iron Horse," it was Mr. Lashus whose hand on Jupiter's throttle brought Leland Stanford to conduct the ceremony which marked completion of the historic engineering project. The shops at Ogden beckoned to him then, and Mr. Lashus moved here to work as roundhouse foreman until April 1876, when he retired from railroading to enter private business as a hotel and livery stable operator. Mr. Lashus died in California, February 21, 1938, less than a month before his ninety-sixth anniversary.—*Ogden Standard Examiner*, April 23, 1939.

REMINISCENCES OF JOSEPH M. TOOMBS

"I was a boy of 11 years and I was standing there when the golden spike was put in place," said Mr. Toombs, indicating a spot on the photograph beside the locomotive Jupiter. We drove out to Promontory from Ogden with a wagon and team, arriving a day or two before the big event. It took us two days to make the trip. There were all kinds of people there, whites, Negroes, Chinese and Indians. Some camped in tents and others slept in their wagons.

The spike ceremony started about noon on May 10, 1869. It lasted about two hours. The speakers had a lot to say about rushing the work through, the extra large amount of grading that had been necessary, and particularly about the last ten miles of track which had been laid from Lake to Promontory in a single day, just two days before the ceremony.

"They did not really drive the golden spike. After the connection of the rails, they dropped it into a hole which had been bored in a tie. Then they drove the iron spikes next to it. The spikes were much smaller than those now used, and so were the rails. Leland Stanford was there, and so were some of the Crockers. I remember well where the spike was driven and I could still point out the spot. When a monument was erected there ten years ago I was one of those who told them where to put it."

Mr. Toombs was born forty miles from London, England, and came to this country when ten years of age with his parents. They traveled by train from New York to Omaha, and Mr. Toombs walked behind an ox team from Omaha to Salt Lake City, where they remained two months before coming to Ogden.—*Ogden Standard Examiner*, April 23, 1939.

THE UTAH NORTHERN

The Utah Northern Railroad Company was incorporated under the laws of the Utah Territory, February 19, 1869. The original purpose of the formation of this corporation was to construct a road between Ogden and Soda Springs, Idaho, a distance of about 125 miles. The line reached Franklin, Idaho, about 77 miles and a branch line between Brigham City and Corrine. The first passenger train from Brigham City northward was operated June 8, 1872, and the line was opened for traffic between Ogden and Brigham, in February, 1874, and in the same year it was running trains to the Terminus at Franklin.

Many other small roads were built within the state. Among them Park City, The Bingham and Camp Floyd, The Wasatch & Jordan Valley (1873). This last named was used to haul granite to Salt Lake City as well as ore from Alta and Wasatch.

It is interesting to note that many of the engines were wood burners and the lights were either candles or oil lamps. Much of the railroad building was accomplished by President Brigham Young with John Sharp and John W. Young as agents.

THE UTAH CENTRAL

Before the golden spike was driven a meeting was held in Salt Lake City at which time the Utah Central Railroad Company was incorporated and Brigham Young named president; William Jennings, vice president; Jesse W. Fox, chief engineer; John W. Young, secretary; and Daniel H. Wells, treasurer. Only seven days after the golden spike was driven the first rail of Utah's first railroad was laid. The track laying was connected at Ogden, September 22, 1869, and the construction of 36.34 miles line to connect Salt Lake City, with the Weber Junction was completed January 10, 1870. In lieu of cash the Union Pacific had paid some of the contractors who had worked for them, rails, ties, etc., which in turn were used in hastening the construction of the Utah Central.

The following letter was found in the *Millennial Star*:

Salt Lake City, Utah,
May 22, 1869.

President Albert Carrington.
Dear Brother:

On the 17th inst., the First Presidency broke ground at Ogden for the railroad between Ogden and Salt Lake City. There was no great display, no speech making; though somewhat unexpectedly a large concourse of people assembled to witness the ceremony. I merely cut the sod using a spade for the occasion, which I considered more appropriate than a pick, as being the right tool in the right place. The sod, I am informed was afterwards borne away in fragments as a memento of the event.

Brigham Young.

DESERET NEWS ITEMS

Two new locomotive engines Nos. 3 and 4, for the U. C. R. R., arrived February 7, 1870. They were built by McQueen & Co., Schenectady, N. Y., at a cost of \$12,000.